

From: [Bennett, Kurtis](#)
To: [George Duardo](#)
Cc: rbunsold@sdfra.org
Subject: Concerns
Date: Thursday, September 06, 2018 1:32:40 AM

George

I am on a train in Norway and thought it would be a good time to write down a few concerns I hope you can share with Chief Stowell when the opportunity arises (I know much of this is old material, but I love rehashing).

CAPP Concerns:

Communications/relationship dysfunctional between HSO and other stakeholders. No willingness on part of HSO to engage in constructive, critical dialogue to the detriment of the program as evidenced by past statements and actions.

FD not fulfilling agreed upon key CAPP initiatives as evidenced by failing to automate exhaust systems, slow implementation of washer purchasing and more.

You may recollect that a few months ago Monica Munoz stated that Chief Gaboury was of the opinion that new diesels were not a health hazard because the exhaust is "clean". Via email I asserted to him that he was incorrect and provided evidence. He stated over the phone that he stood corrected, however his insistence on installing an activation "switch" in the apparatus instead of wireless activation is not consistent with "Best Practices" and is essentially no better than a switch on the wall.

Captain Ferragamo and I visited FS14 with Plymovent. Technicians brought Tony up to speed on diesel extraction systems and confirmed what we have been asserting, that automation is a "Best Practice" and diesel exhaust is still a carcinogen.

Captain Ferragamo agreed that automation is ideal and reported to me that he asked Chief Gaboury why we were not doing it. He was told by Gaboury that it cost too much and the switch in the apparatus works fine.

Going out on a limb, I would suggest that Gaboury's ill informed position on the dangers associated with Diesel exhaust have not changed and he is simply placating us with an easy and more importantly cheap fix.

Until Captain Ferragamo's arrival I was forbidden from communicating with Plymovent, further complicating the issue.

NTC, 1010 & FS 01

Disregard for employee safety in spite of documented and repeated concerns over environmental conditions. This issue is emblematic of the attitude that the SDFD has had for decades and will be the litmus test by which current leadership will be judged. Anything short of admitting fault, acceptance of responsibility, provision of care and compensation for those currently suffering any illness that could be linked to NTC, 1010 or FS 01 and protection of employees in the future is unacceptable.

Evidence of the SDFD's attitude towards safety was my removal from the NTC asbestos project at the direction of Assistant Chief Webber shortly after submitting an evidence based position paper highlighting the documented health hazards at NTC. I documented the direction given to me in an email to you the morning of the event.

I am gravely concerned that the SDFD is failing the workforce. A chief assertion of the CAPP has been that employees are the most important resource. My removal from the NTC project, the SDFD's inaction on pressing safety issues, and a failure to embrace total transparency and honest communication provide ample evidence of the SDFD's shortcomings.

It's time to commit to doing the right thing and embrace honest dialogue, total transparency and dedicate the requisite resources towards employee health and wellbeing. If the SDFD lacks the willingness and/or the capacity to

do as I suggest then I will respectfully resign from my position. Additionally, I will feel obligated to publicly share all that I have been witness to.

Sincerely,
Kurtis

Sent from my iPhone